

For 100 years, the Daily Campus has been the student-run, student-produced voice of UConn and a shining example of the free press and free speech. Mr. Speaker, as they celebrate their centennial, all those associated with the Daily Campus both past and present deserve our recognition and heartfelt congratulations.

HONORING THE LEBANON VOLUNTEER FIRE DEPARTMENT

HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. GORDON. Mr. Speaker, I am taking this opportunity to applaud the invaluable services provided by the Lebanon Volunteer Fire Department. These brave, civic-minded people give freely of their time so that we may all feel safer at night.

Few realize the depth of training and hard work that goes into being a volunteer firefighter. To quote one of my local volunteers, "These fireman must have an overwhelming desire to do for others while expecting nothing in return."

Preparation includes twice monthly training programs in which they have live drills, study the latest videos featuring the latest in firefighting tactics, as well as attend seminars where they can obtain the knowledge they need to save lives. Within a year of becoming a volunteer firefighter, most attend the Tennessee fire training school in Murfreesboro where they undergo further, intensified training.

When the residents of my district go to bed at night, they know that should disaster strike and their home catch fire, well trained and qualified volunteer fire departments are ready and willing to give so graciously and generously of themselves. This peace of mind should not be taken for granted.

By selflessly giving of themselves, they ensure a safer future for us all. We owe these volunteer fire departments a debt of gratitude for their service and sacrifice.

FEDERAL GASOLINE TAX

HON. NICK SMITH

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. SMITH of Michigan. Mr. Speaker, Tuesday May 7, 1996 Congress will vote to roll back the 4.3-cent increase in the Federal gasoline tax that was passed in 1993 over the objections of every Republican member of Congress. It is appropriate that we talk about this on tax freedom day, the day when the average American can quit working for the government and begin working for himself.

The tax increase we experienced in 1993 has resulted in slower economic growth than otherwise would have occurred. Using the Washington University Macro Model, the model that won the blue chip forecasting Award for 1995, the Heritage Foundation estimated that the 1993 tax hike resulted in 1.2 million less private sector jobs and 40,600 less new business starts. The economy lost \$2,100

in output for every household in America over the 1993–1996 time period. And the personal and corporate tax increases delivered only 49 percent of the revenue predicted by the Congressional Budget Office at the time.

But while we are talking about reducing the gas tax, we should consider repealing the tax at the Federal level and allowing States the ability to raise and retain gas tax revenues. Today the Federal interstate program is nearly complete and the role of the Federal government in transportation needs to be reexamined. I am proposing that just as Andrew Jackson found in the 1830's when he returned transportation responsibilities back to the States, transportation is primarily a local issue.

There is some role for the Federal Government in maintaining the existing interstate structure, although it is hard to imagine that States would jeopardize their economic well-being by allowing their interstate roads to fall to pieces. But the current system mostly moves taxes from the States to Washington DC, redistributes some of it, attaches unfunded mandates, uses some for administration, and sends the remainder back. Why not let States levy the taxes necessary to fund their roads, and use new and innovative methods to finance and operate transportation systems unburdened by Federal regulations put in place by those special interest groups capable of effective Washington lobbying?

Imagine what advances in technology we might see if States were able to freely innovate in transportation. Some States might lower their gas tax and allow for private roads with electronic sensing imbedded so you could drive and be billed at the end of the month. New satellite technology might allow firms to build and maintain roads that are truly paid for by the users. These roads would have to be plowed and kept free of potholes or people would choose other roads or other means of transportation. Other states might choose an entirely different system that we can't imagine. What we do know is that the system would be better than what we have now. Those of us who were using slide rules in college could not have imagined the era of personal computers. Markets and competition among the states will yield innovation and innovation is key to progress.

TAX FREEDOM DAY

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. PACKARD. Mr. Speaker, today families celebrate tax freedom day, the day which average Americans can expect to quit working for Uncle Sam and his counterparts at the State and local levels and begin working to support their families.

May 7, is the latest national tax freedom day ever. It is the result of a steady increase in the tax burden borne by Americans in recent years. Washington values of tax and spend are taxing away families' futures—making families work for Washington, instead of Washington working for families. In the past 2 years, there has been a 10.2-percent increase in the number of Americans working two or more jobs, just to make ends meet.

Many in Washington have turned a deaf ear to hard-working Americans. They have given

in to the special interests who control them. My Republican colleagues and I are listening to America. We want America to have more money in their pockets. We know if we boost the economy and lower taxes to a reasonable level, Americans will do the rest for themselves.

Mr. Speaker, no one should have to work until May 7 every year simply to begin working for their families. It is time to offer Americans real tax relief so that their hard work benefits themselves—not the Government.

HONORING THE NOLENSVILLE VOLUNTEER FIRE DEPARTMENT

HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. GORDON. Mr. Speaker, I am taking this opportunity to applaud the invaluable services provided by the Nolensville Volunteer Fire Department. These brave, civic-minded people give freely of their time so that we may feel safer at night.

Few realize the depth of training and hard work that goes into being a volunteer firefighter. To quote one of my local volunteers, "These firemen must have an overwhelming desire to do for others while expecting nothing in return."

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PREVENTION OF PROGRESSION TO END-STAGE RENAL DISEASES— H.R. 1068

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 1996

Mr. STARK. Mr. Speaker, last year I introduced legislation, H.R. 1068, designed to reduce the onset of end-stage renal disease [ESRD] in millions of Americans who suffer from kidney disease. Today, I reiterate the need for this important measure that will work to keep kidney disease patients off dialysis and cause savings for the Medicare Program. With the establishment of the demonstration project that this bill proposes, patients will be accurately assessed to see what management services can prevent the progression of renal